Accidents due to human error

1297. SHRI SANTOSH BAGRODIA:
SHRI GIREESH KUMAR SANGHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways were to adopt ways and means to reduce railway accidents due to human error; and

(b) if so, the steps taken in this direction and the impact thereof on the accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. As a result of various steps taken to minimize failure of Railway staff, the number of consequential train accidents attributed to failure of railway staff during the last few years have come down from 293 in 2000-2001, 248 in 2001-2002, 186 in 2002-2003, 161 in 2003-2004 to 133 in 2004-2005.

Measures for cost reduction in railway operation

1298. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether to offset the likely reduction in general budgetary support the Railways would focus on cost reduction on operation through making most trains run with atleast 24 coaches, increase their speed and increase occupancy rate in upper classes;

(b) whether increasing the speed of trains on trunk routes would result in better and efficient re-deployment of the same rake; and

(c) what other measures are contemplated to effect cost reduction in railway operations for the coming year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) With a view to satisfying the passenger demands, Railways not only augment popular trains up to a maximum of 24 coaches but also speed up the trains subject to operational feasibility and availability of resources.

(b) Yes, Sir. In some cases it may result in better and efficient re-deployment of rolling stock.

(c) It has been a constant endeavour on the part of the Railways to